

**Amendments to the Specification:**

Please delete the sub-headings before paragraph [0001] and add the following new sub-headings and paragraph:

**-- PRIORITY CLAIM**

This is a U.S. national stage of application No. PCT/EP2003/014104, filed on 12 December 2003. Priority under 35 U.S.C. §119(a) and 35 U.S.C. §365(b) is claimed from German Application No. 102 59 412.0, filed 19 December 2002.

**BACKGROUND OF THE INVENTION**

**1. Field of the Invention --**

Please replace paragraph [0001] with the following amended paragraph:

[0001] The invention pertains to a stator for a hydrodynamic torque converter ~~[according to the introductory clause of Claim 1]~~ including a stator hub with vanes mounted thereon, and a stator rim connecting the vanes in a radially outer area.

Please delete the sub-heading before paragraph [0002] and add the following new sub-heading:

**-- 2. Description of the Related Art --**

Please replace paragraph [0002] with the following amended paragraph:

[0002]        ~~[A]~~ U.S. Patent No. 5,806,644 discloses a stator for a hydrodynamic torque converter ~~[is known from DE 195 33 151 A1]~~, which is located between a pump wheel and a turbine wheel and has stator elements in the form of a stator hub with stator vanes mounted thereon. The vanes are connected to each other in the radially outward area by a stator rim. The vanes have the effect of feeding the fluid arriving at the turbine wheel to the pump wheel at the desired angle.

Please delete the sub-heading before paragraph [0006] and add the following new sub-heading:

**-- SUMMARY OF THE INVENTION --**

Please delete the sub-heading before paragraph [0007].

Please delete paragraph [0007] and add the following new paragraph:

[0007]        ~~[This task is accomplished according to the invention by the features given in the characterizing clause of Claim 1.]~~ According to the invention, the stator includes at least one hub section, wherein each hub section includes a plurality of hub segments formed from a

common blank; a plurality of vanes formed as one piece with respective hub segments; and a plurality of rim segments formed as one piece with each other and with respective vanes.

Please delete paragraph [0015] in entirety.

Please add before paragraph [0016] the following new sub-heading:

-- **BRIEF DESCRIPTION OF THE DRAWINGS** --

Please add before paragraph [0027] the following new sub-heading:

-- **DETAILED DESCRIPTION OF THE PRESENTLY PREFERRED EMBODIMENTS** --

Please replace paragraph [0027] with the following amended paragraph:

[0027] Figure 1 shows only the inventive area of a hydrodynamic torque converter. No attempt has been made to illustrate or to describe the torque converter as a whole, because these torque converters are known from the state of the art, e.g., from [~~DE 41 21 586 A1~~] U.S. Patent No. 5,215,173.

Please replace paragraph [0029] with the following amended paragraph:

[0029] The previously mentioned pump shell 1 is attached in its radially inner area to a pump hub 6, which extends toward the power takeoff. Axially between the pump wheel 2 and the turbine wheel 3 there is a stator 7, which is mounted by way of a first axial bearing 8 between the turbine hub 4 and a freewheel 9 and by way of a second axial bearing 10 between the freewheel 9 and the pump hub 6. The two axial bearings 8 and 10 are each provided with grooves 11, 12 for the hydraulic fluid with which the converter circuit 106 is supplied, especially via the grooves 11 in the axial bearing 8.

Please replace paragraph [0036] with the following amended paragraph:

[0036] Figure 10, which shows a cross-sectional view of Figure 9 along line X-X, shows that the vanes 17 are located preferably in a new plane of extension ~~[47]~~ 44, which, although it may agree essentially with the original plane 40 of the blank, can nevertheless deviate from it as a result of the possible plastic curvature of the vanes 17. In contrast, the stator hub segments 36 are bent around the first bending line 74 into a new plane of extension 42, and the stator rim segments 38 are also located now, after deformation around the second bending line 76, in a new plane of extension 46. The new planes of extension 42 and 46, i.e., the plane of the stator hub segments 36 and the plane of the stator rim segments 38, can preferably be essentially perpendicular to the original plane 40 of the blank. As the bending

arrows B1 and B2 in Figure 10 show, however, the stator hub segments 36 are bent around the first bending line 74 in the direction opposite that in which the stator rim segments 38 are bent around the second bending line 76.

Please replace paragraph [0041] with the following amended paragraph:

[0041] Formed in this way, the hub segments 36 can be connected to each other by welding or possibly by brazing or adhesive bonding at the contact points located between the engaging projections 72 and the compensating openings 70 and at the circumferential ends of the adjacent circumferential trailing lips 66, so that the previously mentioned segmented stator hub 58 is obtained. Because the rim segments 38 are connected to each other in ~~[any case by the]~~ one piece as shroud 39 and cooperate with the segmented stator hub 58 to hold the vanes 17 in their predetermined, defined positions, the vane area 96 of the stator 7 is thus also obtained in finished form. If the original blank 32 was dimensioned in such a way that the vane area 96 completely encloses the outer circumference 100 of a base body hub 60, shown schematically in Figure 7, the segmented stator hub 58 will be attached by welds 98 or possibly brazed or adhesively bonded to the outside circumference 100 of the base body hub 60, whereas two ends 112, 114 of the vane area 96 will be connected to each other preferably also by welds 99 (compare Figure 5), alternatively by brazing or by the use of an adhesive, in that the abutting ends 62, 64 of the stator rim 19 provided for this purpose and shown in Figure 2

and the abutting ends 65, 67 of the segmented hub 54 on the two circumferential ends 112, 114 of the stator rim 19 and segmented stator hub 58 are connected to each other. The partial view shown in Figure 5 shows the points at which the ends 112 and 114 are connected to each other in detail.

Please delete paragraph [0044] in entirety.

Please add at page 18 after the heading the following sub-heading:

**-- What is claimed is: --**